

1953

GRESSIONAL RECORD — SENAT.

9185

struct, maintain, and operate a toll bridge or series of bridges, causeways, and approaches thereto, across the St. Marys River, from a point in or near the city of Sault Ste. Marie, Mich., to a point in the Province of Ontario, Canada," approved December 16, 1940 (Rept. No. 597).

By Mr. WILEY, from the Committee on Foreign Relations, with amendments:

S. Res. 126. Resolution providing for a study of proposals for a modification of existing international peace and security (Rept. No. 598); and under the rule, the resolution was referred to the Committee on Rules and Administration.

### BILLS INTRODUCED

Bills were introduced, read the first time, and, by unanimous consent, the second time, and referred as follows:

By Mr. JOHNSON of Colorado:

S. 2400. A bill to authorize enrolled members of the Southern Ute Tribe of the Southern Ute Reservation, Colorado, to acquire interests in tribal lands of the reservation, and for other purposes; to the Committee on Interior and Insular Affairs.

By Mr. BRIDGES:

S. 2401. A bill for the relief of Mrs. Mira Sharar Franges; to the Committee on the Judiciary.

By Mr. GORE:

S. 2402. A bill providing that cotton presented for entry into the United States be classified by the Department of Agriculture; to the Committee on Finance.

Mr. JOHNSON of Colorado (for himself and Mr. BRICKER):

S. 2403. A bill to amend the Interstate Commerce Act, as amended, with respect to the issuance of certificates of public convenience and necessity, and relating to railway property; to the Committee on Interstate and Foreign Commerce.

By Mr. DWORSHAK:

S. 2404. A bill to authorize the Secretary of Agriculture to require reasonable bonds from packers; to the Committee on Agriculture and Forestry.

By Mr. MARTIN (for himself and Mr. DUFF):

S. 2405. A bill to authorize the exchange, upon terms fully protecting the public interest, of the United States Public Health Quarantine Station at Marcus Hook, Pa., for a new quarantine station; to the Committee on Public Works.

### INVESTIGATION OF ACCESSIBILITY AND AVAILABILITY OF SUPPLIES OF CRITICAL RAW MATERIALS

Mr. BUTLER of Nebraska submitted the following resolution (S. Res. 143) which was referred to the Committee on Interior and Insular Affairs:

Resolved, That the Senate Committee on Interior and Insular Affairs, or any duly authorized subcommittee thereof, is authorized and directed (1) to make a full and complete investigation and study of the accessibility of critical raw materials to the United States during a time of war; (2) to study and recommend methods of encouraging developments to assure the availability of supplies of such critical raw materials adequate for the expanding economy and the security of the United States; and (3) to report to the Senate at the earliest possible date, not later than January 3, 1955, the results of its investigations and study, together with its recommendations.

Sec. 2. For the purposes of this resolution, the committee, or any duly authorized subcommittee thereof, is authorized to employ upon a temporary basis such technical,

clerical, and other assistants as it deems advisable, and is authorized, with the consent of the head of the departments or agency concerned, to utilize the services, information, facilities, and personnel of any of the departments or agencies of the Government, or of qualified private organizations and individuals. The expenses of the committee under this resolution, which shall not exceed \$50,000, shall be paid from the contingent fund of the Senate upon vouchers approved by the chairman of the committee.

### HOUSE BILL REFERRED

The bill (H. R. 6200) making supplemental appropriations for the fiscal year ending June 30, 1954, and for other purposes, was read twice by its title, and referred to the Committee on Appropriations.

### PRINTING OF ADDITIONAL COPIES OF DOCUMENT ENTITLED "WATER SUPPLY AND TEXAS ECONOMY"

On motion of Mr. JOHNSON of Texas, and by unanimous consent, it was—

Ordered, That 2,500 additional copies of Senate Document No. 57, 83d Congress, entitled "Water Supply and the Texas Economy," be printed for the use of the Senate Document Room.

### NOTICE OF HEARING ON NOMINATION OF JOSEPH CAMPBELL, TO BE MEMBER OF ATOMIC ENERGY COMMISSION

Mr. HICKENLOOPER. Mr. President, President Eisenhower has nominated Joseph Campbell, of Cooperstown, N. Y., to be a member of the Atomic Energy Commission. I give notice at this time that the Senate section of the Joint Committee on Atomic Energy will hold hearings on the nomination on next Monday at 4 o'clock. The place of the hearing will be announced later.

Mr. LANGER. Mr. President, will the Senator yield?

Mr. HICKENLOOPER. I yield.

Mr. LANGER. Will the Senator from Iowa tell the Senate how many members of the Atomic Energy Commission come from the State of New York?

Mr. HICKENLOOPER. I cannot give that information at the moment. I will obtain it for the Senator very shortly.

### NOTICE OF HEARING ON NOMINATION OF PERRY WILLIAM MORTON TO BE ASSISTANT ATTORNEY GENERAL

Mr. LANGER. Mr. President, on behalf of the Committee on the Judiciary, I desire to give notice that a public hearing has been scheduled for Thursday, July 23, 1953, at 10 a. m., in room 424, Senate Office Building, upon the nomination of Perry William Morton, of Nebraska, to be Assistant Attorney General, to fill an existing vacancy. At the indicated time and place all persons interested in the nomination may make such representations as may be pertinent. The subcommittee consists of myself, chairman; the Senator from New Jersey [Mr. HENDRICKSON], and the Senator from Tennessee [Mr. KEFAUVER].

### ADDRESSES, EDITORIALS, ARTICLES, ETC., PRINTED IN THE APPENDIX

On request, and by unanimous consent, addresses, editorials, articles, etc., were ordered to be printed in the Appendix, as follows:

By Mr. JOHNSON of Texas:

Address delivered by Hon. James E. Kil-day at Texas Day service at George Washington Memorial Chapel, Valley Forge, Pa.

By Mr. BRIDGES:

Article from Time magazine of July 13, 1953; editorial from the Springfield (Ill.) Journal of February 12, 1953; article from the Chicago Daily Tribune of June 17, 1953; and telegram, dated February 10, 1953, from Gen. Douglas MacArthur, all in reference to Gov. William G. Stratton, of Illinois.

Addresses delivered by Miss Sandra M. Miskelly and Miss Patricia Thompson, retiring Governor and incoming Governor, respectively, of the Granite Girls State.

By Mr. CLEMENTS:

The second of a series of articles written by Barry Bingham and published in the Louisville (Ky.) Courier-Journal of April 12, 1953, entitled "Formosa and Hong Kong Serve as Windows Into Red China, and the View Isn't Pretty."

By Mr. BRICKER:

Editorial entitled "Case for BRICKER's Amendment," published in the Columbus (Ohio) Dispatch.

By Mr. SMATHERS:

Editorial entitled "A Republic, Madam, If You Can Keep It," published in the Bradford County Telegraph, Starke, Fla., of July 3, 1953.

### HILL AMENDMENT AFFECTING EDUCATIONAL FUNDS

Mr. WILEY. Mr. President, on numerous occasions the members of a Senate-House conference committee vote up or down a provision which can affect our country, directly and indirectly, for generations to come.

One such case will occur next Monday when the conferees meet on Senate bill 1901. At stake will be the amendment offered by the distinguished senior Senator from Alabama [Mr. HILL] to preserve for educational purposes revenues received by the Federal Government from the oil resources of the outer Continental Shelf. The Senate has decisively approved the Hill amendment. It would be tragic if this vital amendment were to be lost.

There is no greater resource in all the Nation than our children. Few greater challenges are presented to the people of our country than the one which calls upon them to look well after the educational needs of their children. Adequate schools, adequate facilities, adequate teaching are essential if we are to mold well the minds of the little ones.

I send to the desk now the text of a telegram which I received from the American Council on Education, urging retention of the Hill amendment. I ask unanimous consent that it be printed at this point in the body of the Record.

There being no objection, the telegram was ordered to be printed in the Record, as follows:

WASHINGTON, D. C.

The Honorable ALEXANDER WILEY,  
United States Senate:

American Council on Education Committee on Relationships of Higher Education to Federal Government at its meeting July 10

unanimously reaffirmed the support it has given all along to the Hill amendment to S. 1907 to devote to education the royalty proceeds from oil found in submerged lands of the outer Continental Shelf. The committee believes that the dedication of national physical resources to the benefit of national human resources is in the highest public interest. The committee earnestly hopes that the conferees appointed from the Senate will give the Hill amendment favorable consideration.

ARTHUR S. ADAMS,  
President.

#### TRANSMISSION OF RADIO COMMUNICATIONS IN CONNECTION WITH CIVIL AVIATION

Mr. McCARRAN. Mr. President, I hold in my hand an editorial from the magazine American Aviation for July 6, 1953.

This editorial points out what appears to be a deficiency in the Communications Act of 1934, under which an American corporation owning an airplane is at a distinct disadvantage by comparison with foreign aircraft operators.

This editorial suggests a possible amendment to the Communications Act to rectify this situation. I do not presume to pass judgment on this suggestion, Mr. President, but I respectfully commend the editorial and the subject matter to the attention and study of the Senate Committee on Interstate and Foreign Commerce, and I ask unanimous consent, Mr. President, that the brief editorial to which I have referred may be printed at this point in the Record as a part of my remarks.

There being no objection, the editorial was ordered to be printed in the Record, as follows:

#### BUT IT'S TRUE

Here's one that's hard to believe, but it's true.

If the Soviet Union were to become a contracting member of the International Civil Aviation Organization, as is the United States and 59 other countries any of its aircraft flying anywhere over the United States could, without benefit of any license or regulation, transmit on frequency channels of United States radio stations.

This is so despite a provision of our statutory law which prohibits the use and operation of any radio transmitter by any person, citizen or foreign, anywhere in the United States unless issued an FCC license. The reason is that when the United States joins such international bodies as ICAO our adherence to these Senate-ratified international agreements overrides our own statutory laws.

Now there is no denying the multitude of benefits of such international agreements as are provided by being a member of ICAO. International airline operations would be extremely difficult without them. But who do you suppose is caught in the sticky web of statutory law and denied privileges which we grant to all contracting ICAO countries, would join? It's the corporation owning an airplane.

Under our own law an old-line, rock-solid, taxpaying American corporation is precluded from being eligible to acquire or hold a radio station license for its aircraft if it happens to have a third assistant treasurer or a 23d director who is a Canadian, for example. A single alien officer or board member does the trick. To bypass this unnecessarily restrictive law any corporation in such a fix has to transfer the company's aircraft to a citizen-officer, or assign or

lease the aircraft radio apparatus to the company pilot for licensing in his name, or, worse yet, transfer the aircraft to a foreign subsidiary by which it then operates freely under ICAO provisions.

Such subterfuge is absurd. What's needed is a legislative amendment to the Communications Act of 1934 which would authorize the FCC to issue regulations governing aircraft owned by corporations who happen to have an alien as an officer or director. Both Aeronautical Radio, Inc., and the Corporation Aircraft Owners Association have been studying the matter. It's about time to give American corporations the same status as we have given other countries.

#### USE OF HELICOPTERS BY SCHEDULED AIRLINES

Mr. McCARRAN. Mr. President, I hold in my hand a press release issued by the Air Transport Association of America, with regard to the use of helicopters by the scheduled airlines.

I am impressed with the forward-looking attitude which this press release indicates. Of course, exhaustive tests will have to be conducted on actual routes and under scheduled conditions in order to solve problems to which answers must be found before the helicopter can be incorporated in the air transport system; but certainly, this new type of aircraft presents a substantial field of possible use to supplement the air transportation services now provided by the air lines.

The press release to which I refer makes it clear that the scheduled airlines of the country are of the opinion that the helicopter has a definite place in our national air transportation system, and that they are taking the necessary steps to make this service available to the public at the earliest practicable date. I believe the airlines are to be congratulated upon this attitude, and given all possible encouragement in going forward with the program to accomplish the integration of helicopters into the national air transportation system.

I ask unanimous consent that the press release to which I refer may be printed in the Record at this point as a part of my remarks.

There being no objection, the press release was ordered to be printed in the Record, as follows:

#### ATA HELICOPTER COMMITTEE SUGGESTS TESTING PROGRAM IN SCHEDULED OPERATIONS

WASHINGTON.—The operations department of the scheduled airlines are now studying a suggested test program for multiengine helicopters in scheduled around the clock operations. This was one of the recommendations made to the ATA Board at their semiannual meeting in the first of a series of reports made by the ATA Helicopter Committee. The committee, which has spent some months studying helicopter operations, both commercial and military, recommended a test program by the scheduled airlines to study the integration of helicopters into local schedule requirements.

Milton W. Arnold, vice president, operations-engineering of the Air Transport Association, commenting today on the committee's report, pointed out that at the present time the only commercial experiences with helicopter operations are those conducted with single engine equipment on routes where the movement of passengers is

wholly secondary to the movement of mail and cargo. "The ATA Helicopter Committee," he said, "felt that development of multiengine helicopters had now reached the stage where the level of safety for passenger operation could approach that of fixed wing aircraft. Therefore, the scheduled air-transportation industry had reached the point where it was necessary to have actual flight operations of multiengine helicopters in scheduled service and, thus, accumulate realistic data and an approximation of net costs involved."

Arnold cited the obligation of the scheduled airlines of the United States under their certificates from the Government to explore fully any possibility to improve their services through the use of any type of aircraft which can be used effectively for that purpose. "Study of a test program," said Arnold, "was recommended by the committee because it believes that initial production of large twin-engine helicopters developed for the military services will be coming off the line in 1955-56, and helicopter fleets capable of handling 30 to 50 passengers can be available by 1959 or 1960."

The Helicopter Committee pointed out that by testing helicopters on actual routes and under scheduled conditions, it will be possible to develop information capable of solving the following critical problems:

- (a) Dimension and configuration of heliports in relation to helicopter flight paths and volume of operation.
- (b) Takeoff and landing techniques.
- (c) Instrument flying, instrument take-off, and approach procedures.
- (d) Performance relative to subitem (b) above, including factors of variability caused by temperature, humidity, and altitude.
- (e) Communications and navigation.
- (f) Integration with fixed wing traffic at congested areas.
- (g) Maintenance procedures.
- (h) Direct operating costs in relation to type of scheduled operation.
- (i) Ground handling technique.
- (j) Cockpit arrangement problems.

The Helicopter Committee, in their report to the Board of Directors of ATA, reported they had reached the following conclusions:

1. The helicopter, because of its unique characteristics, has a definite place in our national scheduled air-transportation system.
2. In national emergencies, the helicopter is indispensable.
3. The helicopter will enable the scheduled airlines, for the first time, to effectively compete timewise with all forms of surface transportation in the huge short-haul intercity market.
4. The committee believes that total direct operating costs of projected transport helicopters can approach those of present twin-engine aircraft. Profitable operation, however, may require higher load factors or higher passenger tariffs.

5. Limited fleet operations of multiengine transport helicopters of 30 to 50 passenger capacity can be achieved by 1959-60.

6. Before transport helicopters can be successfully integrated into scheduled airline operation, a system of heliports and communications and navigational aids peculiar to helicopters must be developed.

The ATA Helicopter Committee membership consists of Charles Froesch, Eastern Air Lines; Byron A. Moe, Allegheny Airlines; J. J. Casey, American Airlines; H. J. Reid, Capital Airlines; David E. Postle, Mohawk Airlines; A. A. Lane, Northeast Airlines; and R. W. Rummel, TWA. Grahame Aldrich, of ATA, is consultant for the committee, and Donald B. Talmadge, of ATA, is the secretary.

The membership of the committee, which has consisted of engineering, maintenance, and operating personnel, is to be increased to include economic and traffic representatives.